

REMARKS

Reconsideration of the pending application is respectfully requested on the basis of the following particulars:

1. Rejection under 35 U.S.C. §103(a)

With respect to the repeated rejection of claims 1-4 and 12-14 under 35 U.S.C. §103(a) as being obvious over Yanaka (JP 2004-175230) in view of Watanabe (JP 2001-030933) and Shimizu (US 5,729,107, Applicant respectfully traverses the rejection at least for the reasons previously submitted in the Amendment filed July 27, 2010, which are incorporated by reference herein, and for the additional reasons set forth below.

With respect to Yanaka, the Examiner contends that Yanaka discloses in paragraph [0023] that “traveling speed regulator configured to regulate the traveling speed of the vehicle in accordance with an operational state of the steering operation device and an actuation state of the steering actuator.” In response, Applicant respectfully submits that such an understanding of Yanaka by the Examiner is incorrect and the reference is improperly applied. In fact, paragraph [0023] of Yanaka actually states that “an acceleration of the vehicle (or the throttle opening, i.e., the engine power) is lowered in accordance with an operational state of the steering operation device and an actuation state of the steering actuator.” Further, in fact, in Yanaka, when the steering actuation is delayed in comparison with the steering wheel operation speed, the acceleration of the vehicle is lowered.

With respect to Watanabe, Applicant respectfully submits that the Examiner’s interpretation of the reference is also incorrect and the reference is improperly applied. At this juncture, Applicant submits herewith an English translation of Watanabe so as to clarify the actual technical disclosure therein. Watanabe clearly describes an electric power steering device for controlling an electric steering motor by which the steerage wheel is steered in response to the steering wheel operation. The control device controls a drive force (i.e., torque) of the steering motor so as to reduce the drive power (i.e., torque) when the steering angle of the steerage wheel approaches a predetermined maximum steering angle and exceeds a start-of-damping angle. As described in

paragraph [0005] of Watanabe, using the control device of Watanabe, shock is reduced when the knuckle arms make contact with the stopper because the drive force is reduced. As clearly described, Watanabe discloses the drive power control of the steering motor, and there is no teaching, disclosure, or suggestion to control the steering speed in according with the steering angle.

As previously submitted, Applicant respectfully reiterates that torque and speed are not the same.

With respect to Shimizu, Applicant respectfully submits that the Examiner's understanding of the reference is incorrect and Shimizu is improperly applied. As recited in claim 2 of Shimizu, the target output torque of the electric actuator is at least sharply reduced from a normal value when the detected steering angle is greater than the maximum permissible angle. Therefore, Shimizu clearly discloses a control of steering torque in accordance with a steering angle. However, Shimizu is completely silent regarding control of steering actuation speed.

Again, Applicant respectfully reiterates that torque and speed are not the same.

As Yanaka, Watanabe, and Shimizu, combined or separately, fail to teach, disclose, or suggest all of Applicant's claimed features as recited in pending independent claim 1 and its respective dependent claims 2-10 and 12-15, the reliance of Yanaka, Watanabe, and Shimizu in the obviousness rejection of the claims is improper.

In view of the arguments set forth above, Applicant respectfully requests reconsideration and withdrawal of the §103(a) rejection of claims 1-4 and 12-14.

With respect to claim 16, the arguments set forth above in relation to independent claim 1 are also applicable.

3. Rejection under 35 U.S.C. §102 or §103(a)

With respect to the repeated §102 or in the alternative §103(a) rejection of claims 5-10 as being anticipated by or unpatentable over Yanaka, Watanabe, Kawashima (US 6,542,801) and Shimizu, and to the rejection of claim 15 under 35 U.S.C. §103(a) as being unpatentable over Yanaka, Watanabe, Tanaka and Shimizu, Applicant respectfully

traverses the rejections at least for the reason set forth above in relation to the §103(a) rejection of independent claim 1.

With respect to the §102 rejection, Applicant respectfully again submits that such a rejection is improper because claims 5-10 are dependent from claim 1, and that there is no §102 rejection of claim 1 set forth in the Office Action.

With respect to the obviousness rejections, Yanaka, Watanabe, Kawashima, Tanaka and Shimizu, combined or separately, fail to teach, disclose, or suggest the features wherein the steering control controller is configured to actuate the steering actuator such that the larger the detected steering angle with respect to a straight forward direction of the wheel, the slower the actuation speed of the steering actuator actuated by the steering controller, as recited in independent claims 1 and 16.

In view of the arguments set forth above, Applicant respectfully requests reconsideration and withdrawal of the rejections of claims 5-10 and 15.

4. Conclusion

In view of the amendments to the claims, and in further view of the foregoing remarks, it is respectfully submitted that the application is in condition for allowance. Accordingly, it is requested that claims 1-10 and 12-16 be allowed and the application be passed to issue.

If any issues remain that may be resolved by a telephone or facsimile communication with the Applicant's representative, the Examiner is invited to contact the undersigned at the numbers shown.

Further, while no fees are believed to be due, the Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment to Deposit Account No. 50-4525.

Respectfully submitted,

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